

SAN FERNANDO VALLEY BUS RAPID TRANSIT (A) E/W ALONG BURBANK/CHANDLER R/W TO WARNER CENTER

Los Angeles Metropolitan Transportation Authority

TCRP PROJECT # 38
07-21660
PPNo2815(A)
LA County vicinity Rte 101



I. Purpose and Need

Serves San Fernando Valley E/W corridor that would have been served by the Redline subway extension from North Hollywood Station along Burbank/Chandler Rail right of way purchased by LACTC from Southern Pacific Rail Road Co. in the early 1990's. This project has been separated into two components. An East/West (38.1) and North/South (38.2).

There is a substantial need for the proposed San Fernando Valley East-West line due to the pre-existing heavy congestion in this section of the Valley. Regular bus lines along Van Nuys Boulevard are the 12th busiest served by LACMTA. These lines run from the North/South and are feeders into the East/West routes. Also an alternative to the heavily congested 101 freeway; will connect/feed into North Hollywood Redline Station and the commuters downtown, etc.

Scope of Transportation Improvements.
Alternatives under consideration

- **Alternative no. 1** – Bus Rapid Transit from North Hollywood Red Line terminus west to Warner Center at grade along previously acquired SP Burbank Branch corridor (14 miles), 176 million
The corridor stretches from east to west across the entire Valley, from the current planned terminus of the Metro Red Line in North Hollywood through Van Nuys, Reseda, and Canoga Park to Warner Center, the distance being about 14 miles. The width varies from 1 to 3 miles and will serve: North Hollywood Business District, Valley College, Valley Government Center in Van Nuys, Pierce College and the Warner Center.
- **Alternative no. 2** – BRT with grade separations at Van Nuys and Sepulveda Boulevards, \$214 million
- **Alternative no. 3** – LRT at-grade

- **Alternative no. 4** – LRT with multiple grade separations
- **Alternative no. 5** – Red Line (HRT) to I-405, BRT to Warner Center
- **Alternative no. 6** – Dual Mode Red Line Extension to Warner Center
- **Alternative no. 7** – Diesel Multiple Unit (DMU) vehicles at grade form Burbank to Chatsworth

II. Benefits

Transportation benefits: Relief of congestion on Rte 101, Ventura Boulevard, etc. Also, this will serve the Redline connection for Mid/West SF Valley residents.

Other benefits: Environmental impact would be improved. Air quality improvements would be the most notable improvement. Aesthetics would be improved as well by developing landscaping along the (formerly used) rail right of way.

II. Cost

The total cost of the Project is \$ 572.2 million. The funding details are as follow.

Fund Source	Programmed Amount(capital plus support)		Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
	Project 38.1	Project 38.2	
RTIP-APD	\$300,000	\$27,000,000	Preliminary Engineering
ITIP			
PC 25%	\$184,200,000		
SHOPP			
Measure A or C		\$18,800,000	Design/ROW/Construction
FTA Section 5309 New Starts		\$96,900,000	
FTA Section 5309 Fixed Guideway			
RSTP			
CMAQ			
TCRP	\$145,000,000	\$100,000,000	Design/ROW/Construction
Private Funding			
Total	\$329,500,000	\$242,700,000	

PROJECT SCHEDULE
Total Estimated Cost of Project:\$ 572.20 Million

